

Shipping

LINER LURLINE BRINGS BIG CARGO FOR HAWAIIAN ISLANDS

Proceeding from San Francisco to Honolulu through smooth seas and favorable winds, the Matson Navigation steamer Lurline, is nearing the islands, and according to a late wireless received this morning at the agency of Castle & Cooke, the steamer should arrive at this port early Wednesday morning.

The Lurline, in command of Captain Henry Weeden, sailed from San Francisco with 35 cabin and 8 steerage passengers for this port.

There is a very large cargo of general merchandise in the vessel of which 4522 tons will be discharged here before the vessel is dispatched for Kahului, with 831 tons.

A later mailman mail amounting to 245 sacks is due to arrive for the island in the vessel.

The Lurline will be berthed at the old Hackfield, now known as the Matson wharf.

Demand for Steamers Increases.

With quantities of freight left behind on nearly every trip of trans-Pacific passenger- and cargo-carriers, a scarcity of tonnage is reported and the demand for vessels in the Orient becomes more pressing.

In consequence the N. Y. K., the O. S. K., and the Mitsui Bussan Kaisha, all Japanese companies, chartered a large number of vessels and therefore reduced considerably the number of vessels heretofore for hire. Later the chartering charges in the Orient have advanced very considerably and the Oriental Marine Transportation Circle is suffering from a great difficulty in getting good boats on charter.

In order to somewhat relieve this shortage, the N. Y. K. and the O. S. K. have purchased two old British steamers apiece in England, which are now on their way to Japan. The boats that the N. Y. K. bought are comparatively new steamers, being the S. S. Perle (8000 tons) and the S. S. Ramothburn (8000 tons). The other two vessels, the British Monarch (7000 tons) and the Erney (4000 tons) were purchased by the O. S. K.

Japanese Purchase Foreign Tonnage.
The Danish ship Stam, which has recently been purchased by the Kishimoto Steamship Company at a cost of 250,000 yen, arrived here last Saturday. She is a vessel of 6,500 tons, and was launched in 1898. It is said that other local companies intend purchasing foreign steamers of a further tonnage of 10,000 and the program drawn up is expected to be carried out by October, this year.

Another Japanese concern, the Meiji Kaisha, has also purchased a 7,000-ton boat in England, but so far has refused to make the name public for business reasons. As the marine transport circle in Europe is much more brisk than the Oriental price and chartering value of these vessels has risen considerably and by the time a vessel of about 4,000 tons capacity arrives in Japan, taken the import duty, she is worth about \$300,000.

Eric in Strict Quarantine.

A strict quarantine has been exercised by the federal medical officers against the American schooner Eric, which vessel arrived at Honolulu last Tuesday from Tocopilla, with a full cargo of nitrates from the South American port.

The Eric, coming from a country where extreme precautions must necessarily be taken to guard against infection through mosquitoes, the local authorities are giving the vessel a thorough fumigation. One feature that serves to delay the work is the fact that the nitrates carried in the Eric are of an inflammable nature.

The Eric is expected to be brought from quarantine to the railway wharf tomorrow morning, according to the present expectations of the quarantine officers.

Sonoma Has Room for Many.

The Oceanic steamship Sonoma, which sailed from Sydney, N. S. W., last Friday destined for Pago Pago, Honolulu and San Francisco, has room for 122 additional cabin passengers from this port to the coast.

A cable has been received at the agency of C. Brewer & Co., giving detailed information as to the number and location of all available state-rooms on board that vessel.

The Sonoma is expected to arrive here August 9th. The receipt of the cable today makes the berthing of passengers from Honolulu to San Francisco a comparatively easy matter for the corps of accommodating officials at the local Oceanic office.

At the present time about ninety applications for transportation to the mainland in the Sonoma have been received.

Several Steamers Make Port.

Sunday witnessed the arrival of several coasting steamers, each bringing a general cargo of Hawaiian products, for the most part composed of sugar.

The Kinau, from Kauai with 7000 sacks sugar, 20 sacks coconuts, and 225 packages sundries, has been discharged and will load today for a return

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Monday, July 29.

ASTORIA—Sailed, July 27, Schooner Robert R. Hind, for Kahului.

SAN FRANCISCO—Arrived, July 28, P. M. S. S. Siberia, hence July 22.

SAN FRANCISCO—Sailed, July 27, S. S. J. A. Chanslor, for Honolulu.

PUGET SOUND—Arrived, July 28, Schooner Carrier Dove, from Kahului, June 29.

MIDWAY ISLAND—Arrived, July 27, Schooner Florence Ward, hence June 25, via Fanning Island.

KAHULUI—Sailed, July 25, Schooner Ariel, for Puget Sound.

YOKOHAMA—Arrived, July 28, S. S. Tenyo Maru, hence July 18.

MUKILTEO—Arrived, July 29, Barkentine M. Winkelman, from Hilo, June 29.

MEMORANDA.
S. S. CHINA will arrive from Yokohama, this 3 p. m. and will probably sail at 11 a. m. Tuesday for San Francisco.

S. S. LURLINE will dock at Hackfield wharf Wednesday morning from San Francisco with 35 cabin and 8 steerage passengers, 245 sacks of mail, 4522 tons cargo; for Kahului 831 tons cargo; smooth sea, all well.

Damara to Fly U. S. Flag.
The British steamer Damara, which went ashore of Fort Point on October 8, 1910, and was abandoned by her owners to the underwriters, is to become an American ship by virtue of the fact that she was repaired in an American shipyard. The vessel was salvaged by the underwriters and sold to the Union Iron Works, which in turn sold her to her present owners, Eschen & Minor of San Francisco. The vessel was repaired at the Union Iron Works. A bill has just been passed granting her American registry. On her next arrival at San Francisco the American flag will be raised to the masthead.

Divers Inspect Luka Below Water Line.
A diver was sent down to make a minute inspection of the bottom of the little auxiliary powered schooner Luka today, and much time was spent in carrying forward the investigation.

The Luka is being made ready for another cruise in the south seas, at which it is planned to have the vessel call at Fanning and Washington Islands, with a possible stop at Christmas Island, the former copra preserves of Father Rougier, the south sea copra King.

The vessel recently left the marine railway after having received a cleaning and repainting.

China To Arrive This Afternoon.
The Pacific Mail liner China, with one thousand tons oriental cargo, from Hongkong and the Japanese ports should arrive off quarantine on or about three o'clock this afternoon according to a late wireless message received at the agency of H. Hackfield and Company. The liner was two hundred and eighty miles from Honolulu at eight o'clock last night. This steamer has room for a small number of cabin passengers for San Francisco and is expected to sail for the coast tomorrow morning.

Freighter Arrives Off Port.
The American-Brazilian freighter Arizonan with a large cargo, supplied at New York, and transhipped at the lighthouse of Tehuantepec, was reported off the port this afternoon. This vessel also brings freight forwarded from San Francisco and Seattle.

Upon completion of the discharge of cargo, the freighter will be given a large consignment of sugar at the several island ports of call. It is the intention that the Arizonan depart from Hilo for Salina Cruz with the regulation twelve thousand tons sugar.

PASSENGERS BOOKED.
Per str. Kinau, for Kauai ports, July 30.—Miss J. Kennedy, Miss Danford, Miss Kelly, Mrs. J. K. Glandall, Mrs. C. H. Wilcox, Miss M. Fernandez, A. J. Lowrey, D. Nott, Mr. and Mrs. J. G. Smith, Master Smith.

Per str. Kilaua, for Kona and Kau ports, July 30.—Mrs. O. A. Moran, Miss Aileen Jarrett, Geo. J. O'Neill, Hattie Ah Yau, Miss Cecilia Chuck Hoy, Chuck Hoy, Mr. and Mrs. J. G. Gannon.

Per str. Mikahala, for Maui and Molokai ports, July 30.—Miss McCarthy, Frank Baldwin.

Per str. Claudine, for Hilo, via way ports, Aug. 2.—Miss C. Betts, Howard Smith, Furman Stamper, Hamilton Stamper, J. E. Gibson, Miss Mary Rodriguez, Mrs. Cooper, Mrs. J. C. Smith.

BORN.
WALDRON—To Mr. and Mrs. J. W. Waldron, Saturday, July 27, 1912, a daughter.

ODDS AND ENDS AT THE PORT

One thousand tons general cargo from the Orient is to arrive here today pending the arrival of the Orient to-day, Alaska wharf is free from freight.

The bark Andrew Welch was fumigated yesterday, preparatory to departure for San Francisco with a full load of sugar.

A shipment of fuel oil for Honolulu is en route in the American oil-tanker J. A. Chanslor, which sailed from the coast last Saturday.

A slow passage is recorded for the American schooner Carrier Dove, which sailed from Kahului on June 29 and arrived at Puget Sound ports yesterday.

The little steamer Noeau is on the berth for departure for Kauai ports at five o'clock this evening, taking cargo for windward points on the Garden Island.

Midway Island reports the arrival of the little cable supply schooner Plaurance Ward last Saturday. The vessel proceeded to the cable station by the way of Fanning Island.

With lumber the American schooner Robert R. Hind has been dispatched from Astoria destined for Honolulu. The vessel sailed from the Oregon port last Saturday.

All cargo brought to this port in the belated bark Nuuanu is subjected to a survey before being turned over to the consignees. The freight is discharged at Richards street wharf.

Bringing a large number of passengers and a later mail from the coast of Asia by the way of Honolulu, the Pacific Mail liner Siberia arrived at San Francisco at 2 o'clock yesterday afternoon.

According to Captain Josselyn of the bark Nuuanu, the Falkland Islands afford a resting-place for the hulks of a score or more fast clipper ships and windjammers, once the pride and glory of the seven seas.

James Frick, in charge of the Inter-Island wharf office, is enjoying a brief vacation at Kona and Kau, Hawaii. While the genial "Jimmy" is away, Oliver Scott, of the general office is holding down the lid at the big wharf.

ARRIVED.
Sunday, July 28.
Maui, Molokai and Lanai ports—Mikahala, stmr., a.m.

Mahukona and Kawaihae—Iwalewa, stmr., a.m.

Kauai ports—Kinau, stmr., a.m.

Hawaii ports—Likelike, stmr., a.m.

Astoria—Prosper, Am. schr., a.m.

Kauai ports—Maui, stmr., a.m.

PASSENGERS ARRIVED.
Per str. Kinau from Kauai ports: Miss D. Hookano, Miss J. Alei, O. L. L. Anahale, M. Keay, Mrs. Namole, Frances Gay, Miss Hughes, Miss Lov, G. B. Toorey, E. E. Hartman, M. Nagle, A. Shepherd, M. Quonson, Miss Lynch, M. Jacob, M. Kobayashi, Miss M. D. Midell, Miss L. Williamson, Miss M. Post, Miss E. B. Gault, Miss M. Gault, M. Tewa, M. Yaga, Mrs. W. F. Hall, Miss Wood, L. J. Hurd, F. G. Riley, W. W. Harris, Chas. Hall, C. Chas. Sayres, Ben. Vickers, C. Kimball, Mrs. Kimball, Miss Soper, Mrs. Geo. Fair, W. H. Fisk, M. Garsten, Miss K. Bertelman, Miss M. Mahoe, 50 deck.

Per str. Mikahala from Maui and Molokai ports: Miss K. Wilbur, Mrs. R. Whitehead, J. A. Williams, Mrs. Williams, Mrs. C. Parker, Miss M. Parker, Miss A. Parker, Jno. Andrade, Mrs. Andrade, C. E. Copeland, E. L. Richards, Mrs. M. Kalei, Mrs. Morton, Miss Apo, L. E. Beebe, Geo. K. Trimble, Miss Morris, Mrs. Kearns, Miss Kearns, C. Parker, M. Martono, F. Morris, J. D. McVeigh, 37 deck.

LOCAL AND GENERAL.
On her allegation of extreme cruelty to Hattie, Kalani this morning was granted a divorce from James Kalani.

Judge Whitney today granted a divorce to Tina Yamamoto from Higihoro Yamamoto, on the showing of non-support.

N. W. Brundage, who some time ago filed a petition for divorce from Helen V. Brundage, this morning filed notice of discontinuance of the action.

John Mattos has been ordered by Judge Whitney to pay his wife, Palmeda Mattos, temporary alimony of \$50 a month, in addition to attorney's fees and costs of the pending divorce suit.

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SCHOOL DESKS

(Continued from Page 1)

On the vote being taken first, Marston Campbell was absent and a tie resulted, Mayor Fern and Supervisor Dwight voting for and Chairman Adams and Secretary Petrie against a motion to award the contract to the Office Supply Company as the lowest bidder. Mr. Campbell was sent for and after being informed of the point of difference, promptly sided with the negative. Then, by a reverse vote with the same lineup on each side, a motion carried to award the contract to the Hawaiian News Company.

Besides the members of the commission, there were present H. Stuart Johnson, the Commission engineer, Deputy Attorney General A. G. Smith, John F. Soper, representing the Hawaiian News Company, G. N. Marquez, representing the Office Supply Company with the "Acme" desk, and William N. Patten, representing A. B. Arleigh & Company with the "No noise" desk.

Fern Favors Low Bid.
Mayor Fern, after the agents had shown the points of their respective desks, said that if they were going to go by the recommendations of school officials, there would be no need of specifications. The desks appeared to be very much alike. He understood all three of the desks were used in the schools today and he had not heard anybody say one desk was any better than another. He moved that the contract be awarded to the lowest bidder.

Mr. Dwight seconded the motion, saying that if the tenders were called for a specified make there would be no competition.

Mr. Petrie said he felt as he did before. He did not think the difference in cost was offset by a difference in quality.

Mr. Adams said that, on general principles, if a desk was satisfactory it was satisfactory whether it had a certain filigree or not. They had called for bids on certain specifications and two of the desks shown were not up to the specifications.

Mr. Smith gave the opinion that the only question was whether the desks conformed to the specifications. If the one in the lowest bid was not equivalent to the specifications they were not authorized to award the contract to the lowest bidder.

Mr. Adams made an argument on the hypothetical case of a contract to furnish shotguns.

Mr. Fern replied that the desks could not all be made alike, but the only difference apparent was in the hinges.

Mr. Adams next argued on the simile of a paving contract—if the specified proportion of crushed rock was not given the contract would not hold.

Mr. Fern denied that the cases were similar. In the matter of hinges the desks were different, but the specifications stated that the "equivalent" would be accepted.

Only Question of Hinge.
Mr. Marquez stated that on the mainland tenders for desks were called for by numbers, and patents had nothing to do with the awards. If the desks were of standard types, in reply to a remark by the chair on the specifications, he said: "We admit we cannot give you a desk with the same kind of hinge, as it is a patent."

Mr. Soper remarked: "We give a 15-year guarantee, to which Mr. Marquez retorted: 'We give a 20-year guarantee on ours.'"

The vote was then taken and resulted in a tie as already stated.

"It is a deadlock," announced the chair, "and to decide the question we must have the other member of the commission present."

Mr. Campbell, arriving in a few minutes in response to a telephone summons, made the remark, on looking at the document: "This is an advertisement, practically, for a Peabody desk." After examining the desks he was ready to vote, and the motion was lost by three to two.

Mr. Petrie then moved, seconded by Mr. Campbell, that the contract be awarded to the Hawaiian News Company, which carried by the ayes of Adams, Campbell and Petrie.

Belt Road Contracts.
Mr. Johnson, on being asked about the belt road contracts, said the work on contract for section one had not yet started, J. H. Wilson, the contractor, being absent from the Territory. In reply to Mr. Campbell, he stated that no time to start work was in the contract.

Regarding the Lord-Young contract on section two, macadamizing had been started in one place, while grading was progressing in another. Macadamizing had been suspended for

OAHU EXPERIMENTS CAUSE CHANGE IN ARMY SIGNAL CODE

Cumbersome Myer System Abandoned in Favor of Continental Morse and Service Wireless Operators Will Profit By the Change.

Of far greater importance than appears from the mere printed order, is the recent change in army regulations, which entirely does away with the cumbersome Myer code, and brings all army signaling, both visual and radio, under what is known as Continental Morse. This sweeping change, which affects the navy as well as the land forces of Uncle Sam, is largely due to experimental work done right here on Oahu, and when a joint board of army and navy officers met to thresh out the matter of a signal code, local results are believed to have cut a large figure in the ultimate action.

The change means that signalmen in the army will learn to speak an international language of dots and dashes, and that those who become expert wireless operators while wearing the uniform, can step right out of the service into well-paid and responsible jobs with the commercial wireless concerns. There is a dearth of wireless operators at present, and the signal corps expert has something definite to look forward to since the new regulation has gone into effect, should he care to quit the service when his time is up.

What is known as the Myer code is a cumbersome system of numeral combinations representing the different letters and figures, to be executed with flag, heliograph, searchlight or wireless apparatus. This has been used in the army since 1896, and was adopted at that time largely through the pressure brought to bear by the navy, that there might be a uniform system of communication between the two arms.

When the army signalmen here first installed wireless at Schofield Barracks and Fort De Russy, and tried to talk to the navy wireless in Myer, it was found that the messages were not understood. The navy was using Continental Morse, the code of commercial wireless, for all its aérograms, and the army was up against it. These facts were embodied in a report forwarded to Washington, which was given grave consideration by the joint signal board. In fact, it is surmised that the local instance just about turned the tide in favor of the entire abolition of Myer, and adoption of Continental Morse. Only for the Army's signals—combinations of colored lights used for night signaling between ships—is the Myer code retained. It having proved more adaptable for this class of work.

At Leliuehwa the signal detachment commenced work with Continental Morse last Friday. The men are delighted with the new regulation, as they realize that they are now to learn a language which will be understood anywhere in the civilized world.

want of water, but this was now to be obtained from the Army camp and the work will proceed.

Mr. Johnson reported that, according to the authorization of last meeting, a horse, saddle and bridle had been bought for \$200. "This was approved, and the meeting adjourned."

"I think I will bring an injunction suit to stop the school desk contract," said Charles N. Marquez, manager of the Office Supply Co., this afternoon.

"I don't see what right Superintendent Pope had to recommend the Peabody desk above all others to the commission. A few months ago we sold a lot of these desks"—pointing to the sample of the "Ace" just returned from the loan commission office—"to the department of education at a price that came to \$150 below the Hawaiian News Co.'s bid. They are being used today in a number of the schools."

"I asked Mr. Pope why, after accepting these desks before, he should have advised buying only the Peabody desk, and he said that was a different matter altogether."

"Now I propose to spend some money to find out if a square deal can not be had."

The Supervisors' Method.
In February, 1911, the Board of Supervisors awarded a large contract for school desks to the Office Supply Co. Their call for bids merely specified the standard desk numbers with the addition: "To be of selected kiln-dried cherry, finished natural, and each desk provided with glass inkwell in non-corroding metal case."

Says Not Required to Advertise.
Assistant Attorney General Arthur G. Smith admits that he drew the specifications, says he made the hinge requirement after consultation and on the advice of Commissioner Petrie, the secretary, and explains his position as follows:

"In the first place, the commission is not required by law to advertise for tenders on these desks, patented articles, and was at liberty to go out and purchase where it chose, in the public market. The competition between bidders was permitted as a courtesy to the bidders."

"In the second place, Commissioner Petrie informed me, at the time I was preparing the specifications, that the board wanted a desk containing the hinge feature of the Peabody type."

"All the other types of desk would be barred, because none contained it, so I drew the specifications requiring the hinge, but giving leeway to the bidders to provide some feature that would be the equivalent of the Peabody hinge. Whether that equivalent filled the place of the Peabody hinge was for the commission to decide. The commission decided that the equivalent offered by Marquez would not do."

Lurline Report.
The following wireless message has been received by the agents from the S. S. Lurline, en route from San Francisco:

S. S. Lurline, 8 p. m., July 28.—731 miles from Honolulu; smooth sea; all well; 35 cabin passengers for Honolulu; 8 steerage; 95 packages express matter, 254 sacks mail, 4522 tons cargo for Honolulu; 831 tons cargo for Kahului; 6 automobiles. Arrive Wednesday morning. Ship docks at Hackfield wharf.

Under bond of \$500,000 W. C. Parke this morning was appointed executor of the will and estate of Annie S. Parke, by Circuit Judge Whitney. \$8th estate is said to have an approximate valuation of about \$500,000.

A general cargo and shipments of lumber and fertilizer are going into the steamer Iwalewa, which is scheduled to depart for Mahukona and Kawaihae at noon tomorrow.

Secretary Wakeman of the American Protective Tariff league says Wilson's election would be a serious menace to the industries of the country.

The Indian Appropriation Bill, amended so as to add about \$4,000,000 to the \$12,000,000 appropriated by the house, passed the senate.

The Pacific Mail liner China will be given 500 tons coal before dispatch for San Francisco tomorrow morning.

W. C. PEACOCK & CO., LTD.
FAMILY TRADE

WINE AND LIQUOR MERCHANTS
Merchant, Near Fort

This afternoon the Japanese of the city were awaiting instructions from Tokio as to the period and nature of the mourning to be observed.

"It is the first time since the establishment of the present empire of Japan that a death of a ruler has occurred," said Acting Consul Mori today, "and naturally we must await instructions as to the mourning for the Emperor. The flag on the consulate has been placed at half-mast, and I have sent messages all over the islands notifying the people of the Emperor's death. Flags will be half-masted everywhere. All projected entertainments will be abandoned and there will be no ball games in which Japanese teams take part until the time of mourning is over."

"The Emperor was greatly beloved by his people and his death will be mourned as a personal loss."

ASSAULT AND BATTERY CHARGED TO WOMAN.
A warrant was sworn out this afternoon by Miss Julia Vince, cousin of H. M. Ayres, against Mrs. H. M. Ayres charging assault and battery, the alleged assault taking place at King and Fort streets shortly after noon today.

If you didn't read in Saturday's Honolulu Star-Bulletin:

Hawaii-Born Japanese Mikado's Subjects,
Taft Signed Kau Ditch Bill,
Dr. Eliot at Pearl Harbor,
Spreckels' Mansion Holds Riches,
Major Wooten on Strategy Board,
Link Steers Clear of Fight,
Action On Waialua Water Bill Soon,
Coast Seed Man Boosts Hawaii,
Low Tells of R. T. Shareholders,
Shingle for Delegate Is Slogan,

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